

INTIMATION



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY. GREAT REDUCTION IN PRICES.

From this date the Prices of our Popular Brands of SCOTCH WHISKIES will be as under.

Per Case of 1 Doz.

| | |
|--|-------------|
| A. THORNE'S BLEND | ... \$11.00 |
| B. GLENORCHY BLEND (A Fine Soda Whisky) | ... \$11.40 |
| C. ABERDOR-GLENLIVET (A Fine Pot Still Whisky) | \$12.50 |
| D. H.K.D. BLEND of the Finest Old Malt Scotch Whisky | ... \$11.00 |

E BLEND

THE POPULAR WHISKY of the Far East... \$15.00

The above Prices are strictly NET. The discount of five per cent. previously allowed on our Whiskies ceases from this date.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS. ALEXANDRA BUILDINGS.

Hongkong, 17th May, 1906. [30]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous or pseudonymous communications that have already appeared in other papers will be inserted.
Under no circumstances will the Editor be held responsible for the return of letters or for the loss of letters sent by post. Only registered letters will be accepted.
P.O. Box, 33, Telephone No. 12.
HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 23RD, 1906.

How injuriously a gigantic association may affect a nation, when uncontrolled by countervailing laws, and assisted by the financial help of a powerful Government, such as that of the United States, may be seen from a glance at the recent report of the United States Steel Corporation. Most successful of all the "trusts" which have been started on the American continent the Steel Corporation has succeeded in getting into its hands, either directly or through the medium of subsidiary companies, the entire control of the iron production of the United States; and permits no private interference with its prerogative—and this control extends not only to the production of the raw material but to its manufacture into the finished product; so that the selling price of iron and steel in the United States is as inflexibly fixed by the Corporation as are the laws of the land through the operation of Government and legislature. It is therefore by no means difficult to understand why a strong ruler like Theodore Roosevelt should already have begun to see in these uncontrolled associations the elements of future danger to the state; and to have been actively urging the necessity of subordinating them to the laws of the land, which to a considerable extent they already set at naught, or materially influence to their own pecuniary advantage.

It is not, however, in their relations to the United States that the doings of the Steel Trust so much interest the British Empire, as in their effect on British trade in general, and as an indication of what the financial policy of a powerful state may do to modify the commerce of

the world. When the United States declared for protection pure and undiluted, and the celebrated "McKuley Tariff" became the law of the land, "trusts" of the present character were only in embryo, and their formation formed no portion of the programme of the protectionists. In the close and unwholesome atmosphere encouraged by the new tariff they, however, sprung naturally from the soil. The intention of the tariff was avowedly to close the markets of the United States to the manufactured products of the rest of the world, and this, except in the case of luxuries, they undoubtedly did. But the same tariff which closed the United States markets to the manufactures of Europe, it was soon seen, would also close the markets of Europe to American manufactured goods owing to their necessarily enhanced cost of production. It was beyond the abilities of individual manufacturers to overcome the difficulty; and the situation naturally suggested the utility of combination. The home market was secure; so long as the Tariff lasted no foreign competition was to be feared; and it would be a comparatively easy thing to persuade the home manufacturers that in combination as opposed to competition lay the road to unlimited profits. The Tariff was persistently protective as regarded the home manufacturer, but it omitted the equally important element of protecting the home consumer, who found that he had now to carry the latter on his shoulder. It is true that combinations of the sort carry within themselves the seeds of dissolution, and most of them collapsed; but a few, piloted by more resolute men, or more favoured by external conditions, contrived to survive the difficulties of infancy, and of these the most remarkable was the Steel Trust. The iron industry of the United States was to a not inconsiderable extent favoured by nature; while the easily accessible deposits of Europe had long been exhausted, those in the States lay on the surface, and enormous deposits of coal lay even more conveniently at hand than in the older countries. The increase of population and the opening up of the country required an enormous production, but great as that was, the amount of ore actually in sight was more than sufficient to meet all demands for years, or even centuries to come. The problem arose to the ambitious manipulators of the Trust; could they not compete for the market of the world? The report for 1905, as summarised in *Engineering*, throws some light on the result.

The record for the year was unique. The output of the furnaces (pig iron, &c.) was upwards of ten million tons, as compared with a little over seven and a quarter the previous year, and the steel ingot production was close on twelve million tons, as compared with eight and a half the previous. "The production," adds the summary, "in practically all departments exceeded very materially all previous records: the remark applies to the iron ore, the coal and the coke departments, as well as to the traffic handled by the transportation lines." The amount of profit earned on this gigantic output was \$120,000,000 (twenty-four millions sterling), or equal to the revenues of any but the eight principal nations of the world. Of necessity for its existence the Steel Trust has all along been a military organisation, and its enormous revenue, formidable even amongst independent states, has enabled it to take the field against all private organisations however well equipped.

The management make no concealment with regard to this, and looking at it from their point of view their reasoning is well founded. "It is," says the summary, "the policy of manufacturers to keep the furnaces, mills, and transportation companies in operation to their full capacity whenever practicable. Obviously this is wise. It results in lower cost of production, and therefore influences lower prices generally to the domestic purchaser; and it secures continuous employment to the wage earner. For these reasons it is sometimes deemed proper and desirable to sell for export at prices lower than domestic prices; what would otherwise be surplus products. If a contrary policy should be adopted, the general cost of production would be increased, the employees would at times be idle, and balance of trade between foreign countries and this country would be changed to the prejudice of the latter." Now, of course, looking at the affair as a mere matter of business this is all right, and as such we have no cause to call the Trust hard names, but as concerns ourselves and our profits and industries we have an equal right to take care of ourselves. More than this, from an international and perfectly friendly point of view it becomes our duty to see

that the interests of our own nationals are not prejudiced by what cannot be considered as equal competition. When we come to look closer into the financial aspect of the question, it will become evident that this unfair competition, which enables goods of American make to be dumped in the United Kingdom at rates actually in cases below cost price, and always at lower rates than the same identical goods are supplied to the people of America themselves, is brought about by the direct support given to the Trust by the high duties charged on British goods on their entrance into the States. This is a question, it will be seen, quite independent of the relative merits of Free Trade and Protection. Of the benefits of free trade there can be no doubt; but free trade à la mode can be converted into the worst form of protection, so bad as to actually bar the manufacture of goods in England. If it should be in fair trade impossible that we should be able to compete with our neighbours in any commodity, then reason would indicate that its manufacture should pass into abler hands; but such is not the present case. The jealousy comparatively of British goods in their own market in comparison with American goods of the same class is solely due to protective tariff making it possible to overcharge consumers in the United States; and this enables for quite different ends the manufacture of surplus products, which can thus at reduced rates, frequently under the actual cost of production, be shipped to British ports. The occurrence as a rule of this method of forcing a market has generally been denied by our modern Cobdenists; but the native acknowledgment of the Steel Trust shows that it has become a part of its regular business. Experience teaches us that when once an industry has been compelled to leave a country, it requires little short of a miracle to re-introduce it. Yet this is the condition in which we find many of our once leading industries.

The Court of Cassation in Paris has commenced the examination of the Dreyfus affair.

The Indo-Chinese announces that the Boy of Tunis is dead and that Mohammed al Nair succeeds him.

The report of a meeting between the Czar and the Kaiser at the end of the month, says *L'Avenir du Tonkin*, not confirmed.

The total number of plague cases to noon yesterday was 544, the last daily addition being fourteen cases, seven of which were fatal.

We understand that upward of two hundred summonses in connection with the croaker nuisance have been issued, and that the cases will be heard at the Magistracy some time this week.

Tokyo newspapers announce that Switzerland has decided to open a Legation in Tokyo, and that Dr. Paul Ritt, now Consul-General for Switzerland in Yokohama, is to be the first Minister.

L'Avenir du Tonkin publishes a telegram to the effect that the Kaiser's soldiers operating in German territory in South Africa pursued Morogans into British territory. The British authorities have protested.

A Chinese schoolboy, about fourteen years of age, who was said to be a good swimmer, went in for a bath off the Commissariat pier on Monday afternoon. When some distance out he called out "save life," and two soldiers who were watching from the pier dived to his assistance. Before they could reach him, however, he sank, and his body has not yet been recovered.

It is not necessary to hush at Claridge's to hear Plato explained and expounded in a course of eight lectures by Dr. Emil Reich. "That may or may not be a wholly delightful experience," but a shorter catechism has been thoughtfully provided by Mr. A. E. W. Mason in his maiden speech in the House of Commons. The author speaks of a young lady at a high school who described platonic love as "a rapprochement in which she did not know what he meant, and he did not mean it."

A new Japanese fire insurance company has been formed in Tokyo on a co-operative basis. The terms are that 5 per cent. of the net profits having been set aside as the legal reserve, and 10 per cent. as rewards to officers, a dividend of 6 per cent. will be paid to the shareholders, after which 20 per cent. of the remainder will be paid back to the policyholders and 80 per cent. will be employed for a further dividend, for special reserves and for carrying over. The capital of the company is 500,000 yen and all the shares have been subscribed.

The Bishop of Pretoria, in an article in the *Mission Field*, says he cannot honestly see what are the objections to Chinese labour, which so many people in England seem to hold. "There is not enough unskilled native labour in the country," he says, "to do all that is required on the land and in the mines and to talk of slavery is absolutely wrong. It has, however, I suppose, served its purpose as a party cry. Nobody in this country wished for such labour. It was simply a matter of trying to get the country on its legs again after all the devastation of over three years' war."

The return of visitors to the City Hall Library and Museum for the week ending the 20th May, 1906, shows that of non-Chinese there were 311 to the Library and 123 to the Museum; and of Chinese 122 to the former and 7,125 to the latter. The Library was, therefore, used by 433 persons, and the Museum by 7,248.

The Rangoon Municipality is offering two annas for every rat or mouse caught in Rangoon. The notice says, "If rats are found dead or dying in any premises it is a sign that they have plague, and information should at once be sent to the Health Officer; the premises should be thoroughly disinfected and rats and mice exterminated, otherwise the inmate will probably contract plague."

In Saigon the persistent rise of the dollar is causing some dissatisfaction, and those in receipt of wages and of salaries—the French journal draws a nice distinction—complain that their remuneration is calculated on the franc basis, which does not benefit them when they have to purchase commodities with piastres. The high dollar, with its approaching stabilisation, only advantages the merchants, and acts to the prejudice of consumers. To obviate this it is suggested that those interested should amalgamate to secure that all goods should be sold on the franc basis.

The Chin se coolies employed on the railways are as a rule listless and apparently lazy. One method of escaping muscular effort in handling a shovel in track grading that seems to be very popular is a chain attachment to the shovel handle near the blade. One coolie raises the shovel and drops it into the gravel or dirt while another at the end of the chain pulls forward the shovel blade, usually only partially filled with earth, to the desired place. This device for lazy workmen appears to be a recognised feature of the prevailing method of railroad maintenance. It constituted, in fact, a toy hand-ropes.

The finger-print system for the identification of soldiers having been adopted by the United States War Department, all military posts are being equipped with the apparatus for recording the imprints. Similar equipment is to be applied to recruiting stations and military hospitals. The War Department adopted the system after a careful investigation into means of identification by a special board appointed for the purpose, and after they had examined the matter in all its bearings they came to the conclusion that the finger-print system used by the military in India and by the police in many American cities was far superior to the Bertillon system of measurements.

Visions of romantic duplicity like that of Sir A. Conan Doyle's "Man with the Twisted Lip" arise on first reading of the statement by the secretary of the London Mopedist Society that at least £200,000 is given away in London every year. But they fade instantly before the news that £4 a week is a record for beggars' gains, and that the average is a paltry five shillings a day. It is a pleasant surprise in its way to learn that beggars are very seldom criminals as well, and that even a pickpocket is rarely found in their ranks. On the other hand, there is Sir Eric Buchanan's testimony that after two or three years' consistent investigation of kerosene paths he has met not a single deserving case. So the mendicant emerges but a sorry *dramatis persona* from it all—petty alike in guilt and gains.

At last modern invention has begun to grapple with the task of bringing the primitive method of launching a boat from a ship's side at sea to a condition more worthy of the twentieth century. The present system, clumsy in fine weather, and one of deadly peril in storm, when alone the launching of the ship's lifeboat reaches its highest necessity, has been described as "a disgrace to marine engineering." M. Welin, a Swedish engineer, has made an effort to remove the reproach. His apparatus, which has been subjected to many practical tests, consists of a hinge arrangement in the "chock" or the drawing of a bolt sets them free and permits the boat to glide outward, while there are horizontal arms to keep the boat from crashing against the ship's side. As passengers and crew can be got into it before it leaves the davits, the boat can be got clear immediately upon touching water, which removes another of the great dangers of shipwreck.

EXTRAORDINARY PUMPING CASE.

On Monday afternoon as a European constable was walking along his beat at Temple Street, Yaumati, he observed the body of a woman falling from the second or third floor of a building. She landed on her feet and then fell backwards. The constable on approaching her discovered that she was a girl about sixteen years of age, and that she had been dead for some hours. He made inquiries about the girl from the occupants of the second and third floors, but nobody claimed the body. The constable, therefore, came to the conclusion that the body had been dumped, in order that the sanitary authorities might not have access to the floors in question, and caused it to be removed to the Mortuary. There, it was found on examination that the cause of death was bubonic plague.

EUROPEAN AND CHINESE HIGHWAYMEN.

The Saigon police have arrested a European for complicity with an Annamite band of robbers. He furnished the pirates with arms and co-operated with them in their expeditions. When the police approached the men they were received with shots, and a number of the band succeeded in making their escape.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SIMPLON TUNNEL.

*LONDON, May 21st.

The King of Italy has formally opened the Simplon Tunnel.

[This formal opening seems to have been belated by various causes, as trains were reported to be running in January. Full particulars were given in the *Daily Press* of March 3rd.]

TO VISIT CRONSTADT.

*LONDON, May 21st.

The report that the Channel fleets are to visit Cronstadt in July is confirmed.

DISASTER IN MICHIGAN.

*LONDON, May 21st.

Forest fires have devastated a hundred miles of Michigan, destroying ten small towns.

FLOODS IN NORTH BRITAIN.

*LONDON, May 21st.

Large tracts in the north of England are flooded.

THE AFRICAN REBELLION.

*LONDON, May 21st.

The officers charged with the task of suppressing the native rising in Natal, Mackenzie, Mansel, and Barker, have concentrated their forces in the neighbourhood of Cetewayo's grave. Sharp fighting is reported; and it is hoped there to make an end.

POLITICAL CRISIS IN PORTUGAL.

*LONDON, May 21st.

Dr. Franco is the Premier of the new Portuguese Cabinet.

[*Delivery delayed.]

[REUTERS SERVICE.]

THE UNITED STATES RAILWAY RATE BILL.

*LONDON, May 20th.

The Senate has passed the Railway Rate Bill, with some amendments, chiefly providing for the ratification of the decision of the interstate Commerce Commission, by the law courts, against which President Roosevelt has long fought.

THE HAGUE PEACE CONFERENCE.

*LONDON, May 20th.

It is practically settled that the Peace Conference will not meet before May, 1907.

THE NATIVE TROUBLE IN NATAL.

*LONDON, May 20th.

A Zulu rebel messenger has informed a British officer that Sigamanda, and other important chiefs, are anxious to surrender, being much impressed by the military operations. Native women, who have surrendered, say that the plans of the natives have been upset by the energy shown by the British.

"P. & O." NOTES.

This Company is sending two steamers direct to Marseilles and London during June. The *s.s. Dorgada*, leaving with the mails on the 16th June, proceeds through without transhipment, and the *Aradica*, leaving a fortnight later, also proceeds through.

The *s.s. Moldavia*, 9,500 tons, one of the largest vessels of this fleet is, we learn, coming out to these waters in July, returning to Bombay early in August. This will give the travelling public an opportunity of inspecting one of the finest specimens of marine architecture to be seen East of Suez.

The P. & O. Co. are now advertising their intermediate departures from London during the autumn, which include two new vessels, the *Nile* and *Namur*.

Nile 7,000 tons leaves London 18th August
Patana 5,000 " do 1st September
Sandara 5,000 " do 15th " "
Sardara 7,000 " do 13th October
Namur 7,000 " do 27th " "
Borneo 5,000 " do 19th November

These steamers will convey both first and second class passengers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 21st at noon.—Orders issued to fire the gun.

At 4.00 p.m. "Black Drum" hoisted. The typhoon appears to be near the coast about 100 miles E. of Hongkong and probably recurring to the N.E.

On the 22nd at 4.30 a.m.—Order issued to lower the Black Drum.

At 11.50 a.m. The barometer is rising slowly in Hongkong, and falling at the Formosa stations. The typhoon probably near Swatow and progressing slowly towards N.E.

Pressure has increased and is relatively high in N. China.

Bad weather may be expected in the Formosa Channel, and fresh W. and S.W. over the N. port of the China Sea.

Forecast:—Moderate W. winds; fair.

THE TRAGEDY AT THE THEATRE.

Before Mr. F. A. Hazeland and Messrs. A. F. de Xavier, J. Wilkie and F. Zeternmann sitting as jurors, an inquiry was held at the Magistracy yesterday afternoon concerning the death of Constable A. Williams, whose body was found in Wardley Street on the night of the 12th instant under circumstances already recorded.

Dr. Bell, superintendent of the Government Civil Hospital, said that on the morning of May 13th he was called to see P. C. Williams, No. 46, who was then dead. He examined the body and found that underneath a scalp wound on the right side of the head there was an extensive fracture of the skull, which was the cause of death. A fall backwards from the City Hall windows, which are 12 feet 7 inches high, would have caused the fracture.

Detective Sergeant F. L. Clyde stated that at ten minutes past eleven on the evening of May 12th, while on patrol, he entered the City Hall. A performance was going on at the time. He went up the stairs on the right hand side of the hall, where he saw the deceased standing alongside one of the supports of the dress circle. As the last act was being performed deceased passed him going down the stairs; about six or seven minutes after the play ceased, and he went down the stairway to the front of the hall to watch the audience disperse. As the last few were leaving his attention was attracted by a crowd in the Wardley Street. On approaching it he heard a sick berth steward from the *Diadem* say "He is dead now." Witness found deceased lying in the water channel about three feet from the wall. An ambulance arrived about thirty-five minutes later and the body was removed.

Indian Constable 635 said he was on duty in Queen's Road and Wardley Street on the night in question. While looking in the direction of the chair stand he heard a noise in Wardley Street as though something had fallen, and on looking round, saw a man lying on the ground. He went up to him and found it was Constable Williams. Blood was flowing from a wound in his head, but the constable was unconscious. Witness informed Sergeant Garrod, and then returned to his beat.

Sergeant Garrod stated that at about 11.45 p.m. on the 12th instant, he was regulating traffic in front of the City Hall, when the last witness informed him that a man had fallen down in Wardley Street and out his head. Witness accompanied him to Wardley Street, where he saw a number of men standing over P. C. Williams, who was lying in the side channel. The deceased was bleeding from the nose and mouth. Witness sent for an ambulance and doctor at once. He and a sick berth steward from H.M.S. *Diadem* then rendered first aid. The ambulance arrived, but they could not get a doctor. Deceased lived about eight or ten minutes after witness reached him.

Inspector Warnock gave evidence as to deceased's duty on the day of his death. He said he had been on his feet practically all that day, and must have been exhausted in the evening. Witness's opinion was that he went to the window to have a smoke; probably he fell asleep, woke up with a start as the audience were leaving and fell backward, or he might have taken a weak turn and fallen out of the window. There was no suggestion of foul play.

After Mr. Hazeland reviewed the evidence the jury returned a verdict of death by misadventure.

JAPAN AND SIAM.

The *Nichi Nichi* writes about Japanese maritime enterprise since the war. First among many undertakings is the Toyo Kisen Kaisha's service to South America, and the Nippon Yusen Kaisha has followed with a service from Hongkong to Siam. One steamer will be despatched each way every fortnight. There are plenty of vessels keeping up the communication between Japan and Hongkong, but there is no Japanese ship plying between the latter and Bangkok. German-made the bulk of Siam's overseas carrying trade. In 1903 the number of vessels entering Bangkok was 213, with an aggregate displacement of 514,000 tons, which total was divided thus:—English 69,000 tons; Norway 87,000 tons; Germany 32,300 tons. Siam has not a very large foreign trade. Her imports in 1904 were 35 million yen and her exports 40 million. But even these figures indicate a marked development as compared with a few years ago, and in this development Japan has a prominent share, for she sends to Siam large and increasing quantities of silk stuffs, figured matting and matches, making a total of some 5 million yen. On the other hand she receives nearly six million yen worth from Siam in the form of rice, teak and minor articles. These figures show a very remarkable degree of development. Under the circumstances, a steamship service might have been opened between Hongkong and Bangkok some time ago, especially as the Germans, though taking such a large share in Siam's maritime carrying business, have no fixed service farther east than Singapore, their steamers thence to Hongkong sailing on varying dates. Our contemporary heartily congratulates the Nippon Yusen Kaisha on this display of enterprise.—*Japan Mail*.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Willahad* left Kobe on Monday, the 21st inst., at 5 p.m., and may be expected here on or about Sunday, the 27th inst., at 6 a.m.
The B. & A. str. *Australien*, from Sydney, &c., left Port Darwin on the 21st inst., for Timor, Manila and this port.
The Chargers Romie Co's str. *Amiral Taurguiberry* left Singapore on the night of the 21st inst. for this port, and is due here on or about Monday, the 29th inst.
The Glen Line str. *Glenesh*, from London and ports, left Singapore on Monday, the 21st inst., p.m.
The N.Y.K. str. *Colombo Maru* (Bombay Line) left Singapore for this port on the 21st inst., and is expected here on the 27th inst.
The P. & O. str. *Palma* left Singapore for this port on the 22nd inst., at 8 a.m.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and must be received by the Editor, before 11 a.m., on the day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, TO-MORROW (THURSDAY), the 24th inst., VICTORIA DAY.

By Order,
A. R. LOWE, Secretary.

HONGKONG, 23rd May, 1906. [1122]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE.

MR. ENOS SEETH has this Day been appointed Acting Secretary of the above Company.
JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd May, 1906. [1123]

SITUATION WANTED.

BY A GENTLEMAN having a thorough knowledge of Bookkeeping, Import and Export.
Apply by letter to— "A. 23," Care of "Daily Press" Office.

Hongkong, 23rd May, 1906. [1124]

TO LET.

SEMI DETACHED VILLAS, with Five Rooms, in Garden Road, Kowloon, near the Ferry Wharf. Electric Fittings laid on. Rent exceptionally low.

Apply to— H. RUTONJEE,

No. 5, D'Almeida Street, Hongkong, or No. 37, Elgin Road, Kowloon.

Hongkong, 23rd May, 1906. [1125]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at his Residence, No. 6, Transvaal Road, Kowloon, On SATURDAY,

the 26th May, 1906, at 2.30 p.m.,

Comprising—IRON BEDSTEAD, WARDROBES with BEVELLED GLASS, DRESSING TABLES, WASHING STANDS, SIDEBOARD, HATSTAND, SOFA, CHAIRS, DINING TABLES, COOKING STOVES, CUPBOARD SET, CURTAINS, BAMBOO BLINDS, GLASSWARE, CROCKERY, &c., &c.

On View from Friday, 25th May.

Terms—As usual.

F. KIENE, Auctioneer.

Hongkong, 23rd May, 1906. [1124]

PUBLIC AUCTION.

By Order of the Executors of the Mortgagee.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction

On MONDAY,

the 11th day of June, 1906, at 3 p.m., at his Sales Rooms, Duddell Street,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situated at Victoria, in the Colony of Hongkong, viz.:

All those Pieces or Portions of Ground situated at Victoria, aforesaid, registered in the Land Office as being the REMAINING PORTION OF SECTION A OF INLAND LOT No. 505, and the REMAINING PORTION OF INLAND LOT No. 505, together with the most part thereof, known as Nos. 54, 56, 58, 60 and 62, Stone Path Lane, and Nos. 4, 6, 8, 10 and 12, Vaucluse Road. Area 3,720 Square feet or thereabouts—Term 99 years.

For further particulars and conditions of sale apply to

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee,

or to

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 23rd May, 1906. [1127]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIJUNG,"

Captain A. E. Hodgins, will be despatched for the above Port TO-MORROW, the 24th inst., at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPELLE & Co., General Managers.

Hongkong, 23rd May, 1906. [1128]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIJUNG,"

Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 24th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPELLE & Co., General Managers.

Hongkong, 23rd May, 1906. [1129]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE No. 3728 for 10 Shares in the above Company numbered 14831 to 14840 inclusively standing in the Register of Shareholders in the name of AB HUNG (deceased) having been LOST, Notice is hereby given that a Duplicate Certificate for the said Ten Shares will be issued at the expiration of One Calendar Month from the date of this Notice, and that the Original Certificate will, unless produced within that period, be thereafter held by this Company as Null and Void.

JAMES WHITTALL, Secretary.

Hongkong, 17th May, 1906. [1082]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zeland Street, TO-DAY (WEDNESDAY),

the 23rd May, 1906, at 2.30 p.m.,

A QUANTITY OF FURNITURE,

Comprising—

BEDSTEADS, WARDROBES, OVER-MAINTS, LEATHER SUITE (Sitting Room), CHAIRS, DESK, GLASSWARE, COOKING STOVES, ICEBOXES, CARPETS, BLACKWOOD TABLES, STANDS and MISCELLANEOUS GOODS.

Also

One VICTOR TALKING MACHINE.

Terms—As usual.

F. KIENE, Auctioneer.

Hongkong, 21st May, 1906. [1113]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zeland Street,

On FRIDAY and MONDAY,

the 25th and 26th May, 1906, at 2.30 p.m.,

RARE OLD PEKIN CURICS.

On View from Thursday, 24th May.

Catalogues will be issued.

Terms—As usual.

F. KIENE, Auctioneer.

Hongkong, 22nd May, 1906. [1120]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

On MONDAY,

the 25th May, 1906, at 11 a.m., at ARMY ORDANCE STORES, Queen's Road East,

THE FOLLOWING GOVERNMENT STORES:

At the Arsenal Yard—

AXLETREES, BOLTS and NUTS, IRON SAFES or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICES, LEATHER TRAPS, OLD BRASS, GUN-METAL, COPPER, WHITE METAL, GALVANISED IRON, LEATHER, BLANKETS, TENT DUCK, TARRIED and PLAIN CANVAS, ROPE, DOG CO-IR, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c.

A large quantity of OLD BRASS.

Also a quantity of Old and worn CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE—Cash on delivery. All faults and errors of description at Purchaser's risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HUGHES, Government Auctioneers.

Hongkong, 21st May, 1906. [1114]

PUBLIC AUCTION.

By Order of the Executors of the Mortgagee.

MR. GEORGE P. LAMBERT has received instructions to sell by Public Auction

On WEDNESDAY,

the 30th day of May, 1906, at 3 a.m., at his Sales Rooms, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY,

Situated at Victoria in the Colony of Hongkong, namely, all that piece or parcel of ground situate at Victoria aforesaid, registered in the Land Office as being Lot No. 796, Area 49,000 square feet or thereabouts—Term 99 years—Annual Crown Rent \$24—Ingress 6th, 8th, 10th, 20th, 22nd, 24th, 26th, 28th, 30th, 32nd, 34th, 36th, 38th, 40th, 42nd, 44th, 46th, 48th, 50th, 52nd, 54th, 56th, 58th, 60th, 62nd, 64th, 66th, 68th, 70th, 72nd, 74th, 76th, 78th, 80th, 82nd, 84th, 86th, 88th, 90th, 92nd, 94th, 96th, 98th, and 100th, Third Street, Victoria aforesaid.

For further particulars and conditions of sale apply to

S. W. TSO, Solicitor for the Vendors,

or to

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 21st May, 1906. [1115]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, On THURSDAY,

the 14th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold by order of the proprietor, Mr. Hereditary Honorary Citizen Anzoto Chirampiwit Tefjakow, of Saigajawa.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing cement, by the dry system, consists among others of—

LOCOMOTIVES (Wolff, Magdeburg), MILLING MACHINES (Smith, Copenhagen), COILING INSTALLATIONS (At as Fabr.), ELECTRICAL (Allg. Elec. Comp.), TRUCKS, &c., &c. (Orenstein & Kopp), &c., &c.

All in all the whole plant is very nearly the same as the Factory Kijakdorph, near Malmo, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMSEN & Co., Hamburg & Hongkong,

and LAWYER BUBNOFF, in St. Petersburg, Wessili Q town,

as well as from the Auctioneers, Messrs. HUGHES & HUGHES,

Hongkong, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

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HONGKONG, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

HONGKONG, 1st May, 1906. [1097]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Government Notification No. 423 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 24th instant, VICTORIA DAY.

Hongkong, 23rd May, 1906. [1118]

NOTICE.

TAKE NOTICE that from and after this Date, all Receipts for Payments for Goods obtained from the Undersigned Firm must be signed by Mr. H. T. CHUNYU, Manager, only on behalf of this Firm until further notice.

Dated this 14th day of May, 1906.

WING SUN & COMPANY, Tailors and Outfitters.

No. 54, Queen's Road Central.

1056

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Action No. 490 of 1906.

Between CHUI HOK CHAI, Plaintiff,

and

TSANG TUNG, Defendant.

To the above-named Defendant.

TAKE NOTICE that this Action was on the 7th day of April, 1906, commenced against you, and that the Plaintiff by his Writ of Summons claims the sum of \$54.00 being the balance of principal and interest due on a Promissory Note made by you in favour of the Plaintiff, dated the 22nd day of December, 1903, and payable within two months, and that the Court has by Order dated the 5th day of May, 1906, authorized service of the said Writ of Summons, together with a copy of the said Order, to be made on the top floor of No. 40, Elgin Street, Victoria, in this Colony, the usual or last known place of abode or business of you in this Colony and also by Notice of the said Writ of Summons, together with a copy of the said Order, to be made on the Court House door, Victoria, at and also by insertion of this Notice in one English and one Chinese Newspaper in circulation in this Colony.

AND FURTHER TAKE NOTICE, that you are required to appear to the said Writ of Summons within eight days after the insertion of the said Notice in manner aforesaid, inclusive of the day of such insertion; and that in default of your so doing the Plaintiff may proceed therein, and Judgment may be given in your absence.

Dated the 17th day of May, 1906.

BRUTTON & HETT, Solicitors for the Plaintiff.

Nos. 38, 41 and 43, Des Vaux Road Central, Hongkong.

1051

Action No. 70 of 1906.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Between CHUI HOK CHAI, Plaintiff,

and

TSANG TUNG, Defendant.

To the above-named Defendant.

TAKE NOTICE that this Action was on the 10th day of April, 1906, commenced against you, and that the Plaintiff by his Writ of Summons claims the sum of \$2,540.00 being the amount of principal and interest due for money lent, and that the Court has by Order dated the 11th day of May, 1906, authorized service of the said Writ of Summons on you by delivery of a copy of the said Writ of Summons together with a copy of the said Order to some adult inmate on the top floor of No. 40, Elgin Street, Victoria, in this Colony, the usual or last known place of abode or business of you within this Colony and also by Notice of the said Writ of Summons together with a copy of the said Order being put up at the Court House door, Victoria, aforesaid, and also by insertion of this Notice in one English and one Chinese newspaper in circulation in this Colony.

AND FURTHER TAKE NOTICE, that you are required to appear to the said Writ of Summons within eight days after the insertion of the said Notice in manner aforesaid, inclusive of the day of such insertion; and that in default of your so doing the Plaintiff may proceed therein and Judgment may be given in your absence.

Dated the 17th day of May, 1906.

BRUTTON & HETT, Solicitors for the Plaintiff.

Nos. 38, 41 and 43, Des Vaux Road Central, Hongkong.

1056

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.

35 & 37, Ring Loong Street (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER.

M. MUMBYA, JAPANESE ARTIST.

Bromide and Cyan Enlargements and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS.

KWONG SANG & CO.,

Suppliers of Salmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants.

57 & 59, Connaught Road, New Praya Central.

1056

WANTED

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer. For

SHIPPING.

ARRIVALS.
CARL DREHSENGER. German str., 285, H. Schickler, 22nd May, Halphong 18th May and Hoihow 21st, General, -Jebson & Co.
HALVARD. Norwegian str., 1,070, Carl Andersen, 21st May, Wulu 15th May, Rice, -Chinese.

DEPARTURES.
AMBER. British str., for Calcutta, 22nd May.
CATHERINE APGAR. British str., for Calcutta, 22nd May.
FINCH. British str., for Saigon, 22nd May.
JAVA. Australian str., for Saigon, 22nd May.
KWANGHAI. Chinese str., for Shanghai, 22nd May.
KWANGHAI. Chinese str., for Canton, 22nd May.
SOLVA. Norwegian str., for Bangkok, 22nd May.
TEAN. British str., for Manila, 22nd May.

SHIPPING REPORTS.
 The British str. *Admiral* reports: May 19th passed New Guinea str. After off Palo Sapat, bound South.
 The British str. *Zacca* reports: Moderate wind and fine weather, heavy N.E. swell and strong N.W. wind from 200 miles South of Gap Rock to port.
 The Norwegian str. *Hilvord* reports: Increasing N.E. wind with falling barometer and heavy increasing S.W. swell was experienced the last 15 hours of the voyage. Lowest barometer 29.50.
 The British str. *Admiral* reports: From 15th to 19th light winds and fine weather experienced, smooth sea. Barometer normal. From 19th to arrival strong breezes to half gales, heavy and very heavy N.E. swell, overcast, squally. Barometer down to 29.51. Every appearance of proximity of typhoon.

VESSELS IN DOCK.

May 22nd.
ABERNETHY DOCK.—
KOWLOON DOCK.—*Longue, Alta, Hue, Kowloon, Simen.*
COMMERCIAL DOCK.—*Lyceum.*

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.
 HONGKONG-SWATOW-BANGKOK LINE.
 FOR SWATOW AND BANGKOK.
 THE Company's Steamship
"CHILDRAR."
 Captain H. Nilsen, will be despatched as above TO-DAY, the 23rd inst., at 10 A.M.
 For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
 Prince's Building.
 Hongkong, 23rd May, 1906. [101]
 FOR NAGASAKI, VIADIVOSTOK & NIKOLAJEWSK.
 THE Steamship
"STANDARD."
 Captain Bull, will be despatched for the above Ports TO-DAY, the 23rd inst., at Noon.
 The steamer has superior accommodation for passengers.
HAMBURG-AMERICA LINE.
 Hongkong Office.
 Hongkong, 22nd May, 1906. [106]
COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
"OCEANIC."
 Captain Conant, will be despatched for the above Ports on or about MONDAY, 28th inst.
 For Freight or Passage, apply to
G. DE CHAMPEAUX.
 Agent.
 Hongkong, 22nd May, 1906. [12]
REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL.
 WITH LIBERTY TO CALL AT MALABAR COAST.
 PROPOSED SAILINGS FROM HONGKONG.
 1906.
SATSUMA. About 31st May.
SIKI. About 7th June.
WRAY CASTLE. To follow.
 For Freight and further information, apply to
DODWELL & CO. LTD.
 Agents.
 Hongkong, 23rd April, 1906. [87]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at MANILA, TIME, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.
 THE Steamship
"EASTERN."
 Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.
 This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 30th April, 1906. [187]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|-------|-----------------------|-------------------------|---------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c. | CEYLON | Brit. str. | — | W. Hayward, R.N.R. | P. & O. S. N. Co. | About 23rd inst. |
| LONDON, &c., VIA USUAL PORTS OF CALL. | OCEANA | Brit. str. | — | Webster | GIBB, LIVINGSTON & CO. | On 2nd June, at Noon. |
| LONDON & ANTWERP | BENMOHE | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | About 4th June. |
| LONDON, AMSTERDAM & ANTWERP | PROMETHEUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 17th July. |
| LONDON, AMSTERDAM & ANTWERP | PINQUEY | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 31st July. |
| AMSTERDAM, LONDON & ANTWERP | JASON | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 5th June. |
| AMSTERDAM, LONDON & ANTWERP | DESCALON | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 15th June. |
| AMSTERDAM, LONDON & ANTWERP | AXA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 3rd July. |
| MARSEILLES, &c., VIA PORTS OF CALL. | CALEDONIAN | Ger. str. | k.w. | Gregorj | MESSAGERIES MARITIMES | On 28th inst., at 1 P.M. |
| MARSEILLES, HAVRE & HAMBURG | C. FEED, LAUREN | Ger. str. | k.w. | Mayordorsky | HAMBURG-AMERICA LINE | On 1st June. |
| BREMEN, VIA PORTS OF CALL | PRINZ HEINRICH | Ger. str. | k.w. | Hildebrandt | MELCHERS & CO. | To-day, at Noon. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ARCADIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERICA LINE | On 28th inst. |
| HAVRE, BREMEN & HAMBURG VIA STRAITS, &c. | STYRIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERICA LINE | On 24th June. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ANDALUSIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERICA LINE | On 28th June. |
| HAVRE & HAMBURG VIA STRAITS, &c. | AGLIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERICA LINE | On 12th July. |
| HAVRE & HAMBURG VIA STRAITS, &c. | RHEINLAND | Ger. str. | k.w. | Schmidt | HAMBURG-AMERICA LINE | On 2nd June, P.M. |
| GENOA, MARSEILLES & LIVERPOOL | HYON | Brit. str. | 1 m. | D. Mistrorj | BUTTERFIELD & SWIRE | On 20th June. |
| GENOA, MARSEILLES & LIVERPOOL | PATROCLUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th July. |
| NEW YORK VIA PORTS & SUEZ CANAL | SATSUMA | Am. str. | — | — | SHEWAN, TOMES & CO. | About 31st inst. |
| NEW YORK VIA PORTS & SUEZ CANAL | ANGLO SAXON | Brit. str. | 1 m. | — | SHEWAN, TOMES & CO. | Beginning of July. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 2 m. | — | — | To-day. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | TERREST | Am. str. | 1 m. | T. W. Garlick | — | On 30th inst. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | STANDARD | Brit. str. | 1 m. | — | — | On 26th inst. |
| VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN | CHIMFONG | Brit. str. | 1 m. | — | — | On 10th June. |
| SEATTLE VIA SHANGHAI & JAPAN | MINNESOTA | Am. str. | — | — | — | On 12th June. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | AGONIA | Ger. str. | — | — | — | On 11th June, at Noon. |
| AUSTRALIAN PORTS VIA MANILA | WILHELM | Brit. str. | 1 m. | — | — | On 23rd inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | TEINAN | Brit. str. | 1 m. | — | — | On 30th inst. |
| AUSTRALIAN PORTS VIA MANILA | EASTERN | Brit. str. | 1 m. | — | — | On 2nd June, at Noon. |
| AUSTRALIAN PORTS VIA MANILA | ORANGE BRANCH | Brit. str. | 1 m. | — | — | About 27th inst. |
| VIADIVOSTOK | PALMA | Brit. str. | 1 m. | — | — | Quick despatch. |
| YOKOHAMA VIA SHANGHAI, MOJI & KOBE | TYMAB | Dut. str. | — | — | — | To-day, at Noon. |
| JAPAN VIA SHANGHAI | STANDARD | Ger. str. | k.w. | Ball | JARDINE, MATHESON & CO. | To-day, at 4 P.M. |
| NAGASAKI, VIADIVOSTOK & NIKOLAJEWSK | CHIMFONG | Brit. str. | 1 m. | — | — | To-morrow. |
| NINGPO & SHANGHAI | KWEICHOW | Brit. str. | 1 m. | — | — | To-day, at 4 P.M. |
| TSINGTAO, WUWEL, CHEFOO & TIENTSIN | WINGANG | Brit. str. | 1 m. | J. T. Laing | OSAKA SHOSEN KAISHA | To-day, A.M. |
| TSINGTAO VIA SWATOW | TAISHAN | Ger. str. | — | — | — | About 23rd inst. |
| SHANGHAI VIA SWATOW, AMOY & FOCHOH | PREUSSEN | Brit. str. | — | J. B. Ferguson | P. & O. S. N. Co. | To-morrow, P.M. |
| SHANGHAI VIA SWATOW, AMOY & FOCHOH | BANGA | Am. str. | — | Seich | BUTTERFIELD & SWIRE | On 25th inst. |
| SHANGHAI, MOJI & KOBE | SHANHAN | Brit. str. | 1 m. | — | — | About 28th inst. |
| SHANGHAI, YOKOHAMA & KOBE | SHAOHSING | Brit. str. | 1 m. | — | — | On 31st inst., A.M. |
| SHANGHAI | OCEANIC | Brit. str. | 1 m. | — | — | About 11st inst. |
| SHANGHAI, KOBE & YOKOHAMA | SHOSHU MARU | Jap. str. | — | — | — | On 25th inst. |
| SHANGHAI VIA SWATOW, AMOY & FOCHOH | ARCADIA | Brit. str. | 1 m. | — | — | On 28th inst. |
| SHANGHAI | KUANG | Brit. str. | 1 m. | — | — | On 27th inst., at 10 A.M. |
| NINGPO & SHANGHAI | YOCROW | Jap. str. | — | S. Tagami | OSAKA SHOSEN KAISHA | On 3rd June, at 10 A.M. |
| TAMSU VIA SWATOW & AMOY | DAIJI MARU | Jap. str. | — | Sato | OSAKA SHOSEN KAISHA | On 30th inst., A.M. |
| TAMSU VIA SWATOW & AMOY | DAIJI MARU | Jap. str. | — | Merlin | OSAKA SHOSEN KAISHA | To-day, at 10 A.M. |
| ANPING VIA SWATOW & AMOY | HAICHING | Brit. str. | 2 h. | H. Nilsen | NIPPON YUSEN KAISHA | To-day, at 11 A.M. |
| SWATOW & BANGKOK | HAICHING | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAUREN & CO. | To-morrow, at 10 A.M. |
| SWATOW, AMOY & FOCHOH | HAICHING | Brit. str. | 2 h. | A. J. Robson | JARDINE, MATHESON & CO. | On 25th inst., at 4 P.M. |
| SWATOW | YUENANG | Brit. str. | — | H. Almond | SHEWAN, TOMES & CO. | On 28th inst., at Noon. |
| MANILA | RUBI | Brit. str. | 1 m. | — | — | On 24th inst. |
| MANILA | TAMING | Brit. str. | 1 m. | E. Rodger | BUTTERFIELD & SWIRE | On 2nd June, at Noon. |
| MANILA | ZAFIRO | Brit. str. | 1 m. | — | — | On 28th inst. |
| CEBU & ILOILO | KAIFONG | Brit. str. | — | — | — | On 28th inst., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | FOURSTAR | Brit. str. | — | F. E. Andrews, R.N.R. | P. & O. S. N. Co. | About 29th inst. |
| SINGAPORE, COLOMBO & BOMBAY | TIENTSIN | Brit. str. | — | — | — | On 29th inst., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | NAMHANG | Brit. str. | — | — | — | On 29th inst., at 3 P.M. |

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------|----------------|----------------------------|
| SHANGHAI, MOJI AND KOBE | BANCA | About 23rd May | Freight only |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | CEYLON | About 23rd May | Freight and Passage |
| SINGAPORE COLOMBO AND BOMBAY | TIENTSIN | About 26th May | Freight only |
| YOKOHAMA, SHANGHAI, MOJI AND KOBE | PALMA | About 27th May | Freight only |
| SHANGHAI | ARCADIA | About 31st May | Freight and Passage |
| LONDON &c., VIA USUAL PORTS | OCEANA | Noon, 2nd June | See Special Advertisements |

* Calling at Penang if sufficient inducement offers.
 For further Particulars, apply to
E. A. HEWETT
 Superintendent.
 Hongkong, 20th May, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL | REMARKS |
|------------------------------|----------|-----------------------------|---------|
| SHANGHAI VIA SWATOW | WINGSANG | Wednesday, 23rd May, 4 P.M. | |
| TIENTSIN VIA SWATOW & CHEFOO | CHIPSING | Wednesday, 23rd May, 4 P.M. | |
| MANILA | YUENSANG | Friday, 25th May, 4 P.M. | |
| SINGAPORE, PENANG & CALCUTTA | POKSANG | Saturday, 26th May, 3 P.M. | |
| SINGAPORE, PENANG & CALCUTTA | NAMSANG | Tuesday, 29th May, 3 P.M. | |

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chioe, Tientsin, Newchwang & Yangtze
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 20th May, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine, SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|--------|--------------------|
| RUBI | 2540 | R. Almond | Manila | On 26th May, Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 2nd June, Noon. |

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 20th May, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)
S.S. "ANGLO SAXON"... About Beginning of July.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 6th April, 1906. [19]

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "MINNESOTA," Captain J. H. Rinder, On TUESDAY, 12th JUNE, 1906.
 "DAKOTA," Captain E. F. Rinder, On SATURDAY, 21st JULY, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATE-ROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Europe and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 20th December, 1905. [20]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND PORTLAND, OREGON, SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OREGON RAILROAD & NAVIGATION CO.

| STEAMERS | TONS | CAPTAIN | TO SAIL AT NOON |
|------------|-------|----------|------------------|
| "ARAGONIA" | 5,108 | Brast | June 11th, 1906. |
| "NICOPIA" | 4,370 | Wegmann | June 21st, 1906. |
| "NUMANTIA" | 4,370 | Feldmann | July 14th, 1906. |

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 29th March, 1906. [113]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the EMPRESS LINE. Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS. (Subject to Alteration.) | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---|---------------------------------|------------------|
| R.M.S. "PARTAR" | 4,425 Tons, Wednesday, 27th May | 16th June. |
| "EMPRESS OF CHINA" | 6,000 " " Wednesday, 30th May | 20th June. |
| "EMPRESS OF INDIA" | 6,000 " " Wednesday, 20th June | 11th July. |
| "ATHENIAN" | 3,882 " " Wednesday, 27th June | 18th July. |
| "EMPRESS OF JAPAN" | 6,000 " " Wednesday, 11th July | 1st Aug. |
| "MONTEAGLE" | 5,500 " " Wednesday, 18th July | 11th Aug. |

THE Quickest route to CANADA, UNITED STATES and EUROPE! calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, ... via St. Lawrence £40; via New York £82.
 Intermediate on Steamers ... £40; ... £82.
 and let Class Rail ...
 R.M.S. "MONTEAGLE," "PARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
 Corner Polder Street and Praya, opposite Blake Pier.
 Hongkong, 7th October, 1904. [21]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
"NIPPON."
 Captain Seich, will leave for the above places TO-MORROW, the 24th inst., P.M.
 For Freight or Passage, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 18th May, 1906. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BREMEN, ANTWERP, AND BLACK SEA PORTS.

THE Steamship
"CALEDONIAN."
 Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 29th May, at 1 P.M.
 This Steamer connects at Colombo with the Australian Line to Melbourne, and at Adelaide with the South Australian Line to London.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "SALAZAR" ... 12th June.
 S.S. "OCEANIC" ... 28th June.
 S.S. "TOURNAI" ... 10th July.
 S.S. "TINKIN" ... 24th July.
 S.S. "ARMAND BEHIC" ... 7th Aug.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 18th May, 1906. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"OCEANA."
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched for this for Bombay on SATURDAY, the 2nd June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *China*, 7,912 tons, from Colombo. Passengers' accommodations in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 15th July.
 Parcels will be received at this Office until 1 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 20th May, 1906. [11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT) CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship
"TRIESTE."
 Capt. D. Mistrorj, will be despatched as above on SATURDAY, the 2nd June, P.M.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 17th May, 1906. [3]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
 THIS Steamer departs from Hongkong, on Wednesday, at 7.30 A.M., and on Sundays at 8.00 A.M., and from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M.; if tide permits.
 FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$2, Return \$3. 1st Class, Single with Cabin \$3, Return \$5. 3rd Class, Single 50 cents, Return 80 cents. Steerage 10 cents.
 Meals can be supplied on board, at \$1 per meal.
 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [21]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | TO | DATE |
|-----------------------|--------------|---------------|------|
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 23rd May. | |
| GLASGOW and LIVERPOOL | "AJAX" | On 31st May. | |
| GLASGOW and LIVERPOOL | "MEMNON" | On 7th June. | |
| GLASGOW and LIVERPOOL | "STENTOR" | On 14th June. | |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | On 21st June. | |
| GLASGOW and LIVERPOOL | "PATROCLUS" | On 28th June. | |
| GLASGOW and LIVERPOOL | "PINGSUET" | On 5th July. | |

HOMEWARDS.

| FROM | STEAMERS | TO | DATE |
|-------------------------------|--------------|---------------|------|
| AMSTERDAM, LONDON and ANTWERP | "JASON" | On 5th June. | |
| AMSTERDAM, LONDON and ANTWERP | "DEUCALION" | On 12th June. | |
| AMSTERDAM, LONDON and ANTWERP | "HYSON" | On 19th June. | |
| AMSTERDAM, LONDON and ANTWERP | "AJAX" | On 26th June. | |
| AMSTERDAM, LONDON and ANTWERP | "PROMETHEUS" | On 3rd July. | |
| AMSTERDAM, LONDON and ANTWERP | "PATROCLUS" | On 10th July. | |
| AMSTERDAM, LONDON and ANTWERP | "PINGSUET" | On 17th July. | |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| FROM | STEAMERS | TO | DATE |
|--|-----------|---------------|------|
| VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO- | "STENTOR" | On 10th June. | |

WESTWARD.

| FROM | STEAMERS | TO | DATE |
|--|----------|---------------|------|
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | "KEEMUN" | On 16th June. | |

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th May, 1906. (9.10)

CHINA NAVIGATION CO. LIMITED.

FOR

| STEAMERS | TO | DATE |
|------------|--------------|------|
| "KWEICHOW" | On 24th May. | |
| "SHANGHAI" | On 25th May. | |
| "KAIPONG" | On 26th May. | |
| "KUKIANG" | On 27th May. | |
| "YUENHAI" | On 28th May. | |
| "TAMING" | On 29th May. | |

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, SYDNEY and MELBOURNE.

* The attention of passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 20th May, 1906. (11)

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

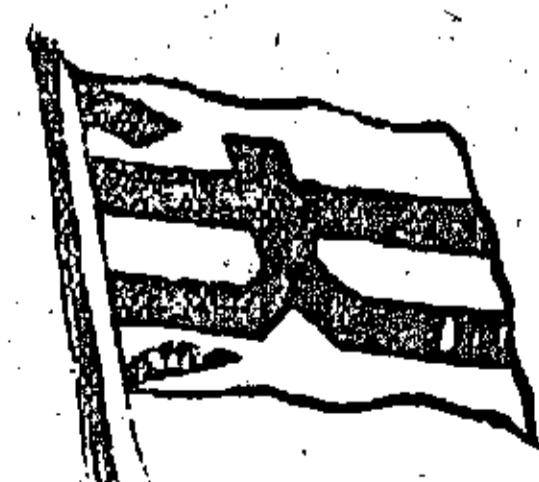
| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|-----------------|
| TREMONT | 9,806 | T. W. Garlick | On 26th May. |
| LYRA | 4,417 | G. V. Williams | On 3rd July. |
| SHAWMUT | 9,806 | E. V. Roberts | On 27th July. |
| TREMONT | 9,806 | T. W. Garlick | On 22nd August. |

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure sea lines at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
Queen's Buildings, Hongkong, 25th April, 1906. (7)



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | THE CO'S S.S. | LEAVING |
|--------------------------------------|-----------------|------------------------------|
| TAMSWI via SWATOW and AMOI | "DAIGI MARU" | SUNDAY, 27th May, at 10 A.M. |
| TAMSWI via SWATOW and AMOI | "DAIJIN MARU" | SUNDAY, 3rd June, at 10 A.M. |
| ANPING via SWATOW and AMOI | "HAIDZURU MARU" | WEDNESDAY, 30th May, A.M. |
| SHANGHAI via SWATOW, AMOI and POCHOW | "SHOSHU MARU" | THURSDAY, 31st May, A.M. |
| SHANGHAI via SWATOW, AMOI and POCHOW | "TAISEN" | WEDNESDAY, 23rd May, A.M. |

* These Steamers have excellent accommodation, for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building, Hongkong, 20th May, 1906. T. ARIMA, Manager. (14)

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

| STEAMERS | SAILING DATES. |
|-----------------------|--------------------------|
| PRINZ HEINRICH | WEDNESDAY 23rd May |
| PREUSSEN | WEDNESDAY 29th June |
| ZIETEN | WEDNESDAY 4th July |
| GNEISENAU | WEDNESDAY 18th July |
| BAYERN | WEDNESDAY 1st August |
| PRINZ REGENT LUITPOLD | WEDNESDAY 15th August |
| PRINZ RITEL FRIEDRICH | WEDNESDAY 29th August |
| SACSEN | WEDNESDAY 12th September |

ON WEDNESDAY, the 23rd day of MAY, 1906, at Noon, the Steamship
"PRINZ HEINRICH," Captain P. Groch, with MALES, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 21st May. Cargo and
Specie will be received on Board until 5 P.M. on Tuesday, the 22nd May, and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 22nd May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Times can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR return

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG return

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR return

VIA BREMEN OR SOUTHAMPTON return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.

| STEAMERS | SAILING DATES. |
|-----------------|---------------------|
| WILLEHAD | TUESDAY, 29th May. |
| PRINZ WALDEMAR | TUESDAY, 26th June. |
| PRINZ SIGISMUND | TUESDAY, 24th July. |

ON TUESDAY, the 29th MAY, at Noon, the Steamship "WILLEHAD," Captain
Obenauer, with Males, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardsess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class 3rd Class

To MANILA

To NEW GUINEA

To BRISBANE

To SYDNEY

To MELBOURNE

To YOKOHAMA

To KOBE

To YOKOHAMA and back from KOBE

to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class

To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

To EUROPE VIA AUSTRALIA AND AMERICA

To Australia from New York via Vancouver by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates—

1st Class

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 1st February, 1906. (5)

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

ARCADIA

Capt. Hildebrandt

Capt. Meyer

Capt. Schmidt

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

Capt. Schneck

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------|--------------------|---------------------|
| TJIMAH | JAVA | Second half of May | JAPAN via SHANGHAI | Second half of May |
| TJILIWONG | JAPAN | Second half of May | JAVA PORTS | Second half of May |
| TJIPANAS | JAVA | First half of June | JAPAN via SHANGHAI | Second half of June |
| TJILATAP | JAPAN | Second half of June | JAVA PORTS | Second half of June |

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 10th May, 1906. (116)

SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,793, C. J. Matlock, 19th

May—Chinkiang 14th May, Rice—

Jardine, Matheson & Co.

AMERICA MARU, Japanese str., 3,400, Philip

Goins, 15th May—San Francisco 14th

April, General—Toyo Kisen Kaisha.

ANGLO-INDIAN, British str., 2,080, D. Swan,

20th May—Cardiff 28th March, Ballast—

Order.

ANGLO-SAXON, British str., 2,671, Charles

Moore, 8th May—Cardiff 16th May, Coal.

Order.

ARABIA, German str., 2,868, H. Metzenthin,

18th May—Portland via Yokohama, Kobe

and Moji 9th April, General—Portland

and Asato S. S. Co.

BANCA, British str., 3,791, J. B. Ferguson, 21st

May—Dombay and Singapore 15th May.

General—P. & O. S. N. Co.

BIRN-TUCAN, French str., 1,430, Ribaut, 15th

May—Chinkiang 10th May, Rice and

Beans—Bradley & Co.

CAIRO, Norwegian str., 1,381, J. Larson, 19th

May—Saigon 14th May, Rice, Aguard.

Thoresen & Co.

CHILDAR, Norwegian str., 1,102, H. Nielsen,

15th May—Moji 10th May, Coal. Aguard.

Thoresen & Co.

CHIPSING, British str., 1,199, G. S. Weigall,

16th May—Tientsin 9th May, General—

Jardine, Matheson & Co.

CHUYEN, Chinese str., 1,177, C. Stewart, 19th

May—Shanghai 10th May, General—

Chinese.

FALG, Norwegian str., 1,389, G. M. Gundrum,

15th May—Dombay 24th April, Timber.

Sander, Wisler & Co.

FIUK, German str., 838, R. Wagner, 6th May

—Wakamatsu 30th April, Coal—Sander

Wisler & Co.

FOOK SANG, British str., 1,387, W. E. Sawyer,

15th May—Calcutta 1st May, Coal.

Jardine, Matheson & Co.

FRIEDHOFF, Norwegian str., 891, H. H. Harald-

sen, 19th May—Wuhu and Chinkiang 14th

May, Rice and Groundnuts—Stensen

& Co.

HAICHING, British str., 1,267, Hodgins, 20th

May—Poochow 17th May, Amoy 18th and

Sawto 19th, General—Douglas Lyman

& Co.

HAJATA MARU, Japanese str., 6,161, Geo.

Anderson, 20th May—Kobe via Moji 13th

May, General and Coal—Nippon Yusen

Kaisha.

HAKO, French str., 739, Morles, 21st May

—Haiphong via Hanoi 17th May, General

—A. R. Morly.

HASS WAGNER, German str., 965, Kagenann,

2nd May—Lille 29th April, Sugar—Lavis.

Wagner & Co.

POST OFFICE NOTICES.

The *Princess*, with the German mail of the 24th April, left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here to-morrow.

The *Germania*, with the French mail of the 27th April, left Singapore on Monday, the 21st inst., at 2 p.m., and may be expected here on or about Monday, the 23rd inst. This packet brings replies to letters despatched from Hongkong on the 24th March.

To-morrow, the 24th instant, and Monday, the 4th proximo, being Public Holidays, the Post Office will be closed from 8 till 12 noon only.

There will be one delivery and a collection of letters on Sunday.

All outgoing Mails will be closed at 4 p.m.

The Money Order Office will be entirely closed on both days.

In the event of the arrival of the German Mail from Europe to-morrow the Office will remain open for one hour only for the delivery of the mail.

MAILS WILL CLOSE.

FOR PER DATE

Singapore, Amoy and Pootung... Wednesday, 23rd, 10.00 A.M.

Singapore, Amoy and Pootung... Wednesday, 23rd, 10.00 A.M.

Nagasaki, Vladivostok and Nikolayevsk... Wednesday, 23rd, 10.00 A.M.

Hankow, Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver (B.C.)... Wednesday, 23rd, 10.00 A.M.

EUROPE, A.C. INDIA VIA TUTICORIN... (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Amoy and Pootung... Wednesday, 23rd, 10.00 A.M.

Singapore, Amoy and Pootung... Wednesday, 23rd, 10.00 A.M.

Nagasaki, Vladivostok and Nikolayevsk... Wednesday, 23rd, 10.00 A.M.

Hankow, Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver (B.C.)... Wednesday, 23rd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO... (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Amoy, Cebu and Hongkong... Saturday, 26th, 11.00 A.M.

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TO-DAY. Sales, Furniture, Sales Rooms, Mr. F. Kline, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS. May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON LONDON... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON NEW YORK... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON MANILA... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON BANGKOK... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON SINGAPORE... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON HONGKONG... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

ON SHANGHAI... May 22nd.

Telegraphic Transfer... 2 1/2

Bank Bills on demand... 2 1/2

Bank Bills at 30 days sight... 2 1/2

Bank Bills at 4 months sight... 2 1/2

Creditor at 4 months sight... 2 1/2

Documentary Bills, 4 months sight... 2 1/2

JOINT STOCK SHARES.

Hongkong, May 22nd.

COMPANY. PAID UP. QUOTATIONS.

Alhambra... 2200-2100.

Banks...

Hongkong & Shanghai... 112 1/2

National Bank of China... 46 3/8

Bell's Asbestos & A... 128 3/4

China-Borneo Co... 12 1/2

China Light & P. Co... 110 1/2

China Provident... 110 1/2

Cotton Mills... 110 1/2

Dairy Farm... 110 1/2

Docks and Wharves... 110 1/2

H. & K. Wharf & G... 110 1/2

H. & W. Dock... 110 1/2

New Amoy Dock... 110 1/2

Shanghai Dock and... 110 1/2

Shanghai & S. Wharf... 110 1/2

Fenwick & Co. Geo... 110 1/2

G. Island Cement... 110 1/2

Hongkong & C. Gas... 110 1/2

Hongkong Electric... 110 1/2

H. H. L. Tramways... 110 1/2

Hongkong Hotel Co... 110 1/2

Hongkong Ice Co... 110 1/2

Hongkong Rope Co... 110 1/2

H. K. S. Waterboat... 110 1/2

Insurance...

Canton... 110 1/2

China Fire... 110 1/2

China Traders... 110 1/2

Hongkong Fire... 110 1/2

North China... 110 1/2

Union... 110 1/2

Land and Building... 110 1/2

Hongkong Land... 110 1/2

Hampshire's Estate... 110 1/2

Kowloon Land & B... 110 1/2

Shanghai Land... 110 1/2

Westpoint Building... 110 1/2

Mining...

Charbonnages... 110 1/2

Raub... 110 1/2

Philippine Co... 110 1/2

Refineries...

China Sugar... 110 1/2

Luzon Sugar... 110 1/2

Steamship Companies...

China and Manila... 110 1/2

Douglas Steamship... 110 1/2

H. Canton & M... 110 1/2

Indo-China S.N. Co... 110 1/2

Shanghai Transport Co... 110 1/2

Star Ferry... 110 1/2

Do, New... 110 1/2

Shanghai & H. Dyeing... 110 1/2

South China M. Post... 110 1/2

Steam Laundry Co... 110 1/2

Stores & Dispensaries... 110 1/2

Campbell, M. & Co... 110 1/2

Powell & Co. Wm... 110 1/2

Watkins... 110 1/2

Watson & Co. A.S... 110 1/2

United Asbestos... 110 1/2

Do, Foreign... 110 1/2

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From May 23rd to 29th, 1906.

To correct Zone Time add 23 min. and 18 sec.

High Water.

Low Water.

Day of Week.

Date.

Time.

Height.

Day of Week.

Date.

Time.

Height.

Day of Week.

Date.

Time.

Height.

Day of Week.

Date.

Time.

Height.

Day of Week.

Date.

Time.

Height.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer.

"OCEANA".

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This Vessel brings on Cargo:-

From London, Marseilles, &c., ex s.s. *Moldavia* and *China*.From Calcutta, ex s.s. *Somali*.

From Persian Gulf, ex B. I. S. N. & B. P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th May, 1906.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"ACILIA".

Captain Schulke, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 17th May, 1906.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT".

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co. Ltd. Agents.

Hongkong, 18th May, 1906.

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM KOBE AND YOKOHAMA.

THE Company's Steamship.

"AMEER".

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 26th May, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th May will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILDER & Co. Agents.

Hongkong, 19th May, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer.

"BANCA".

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:-

From Persian Gulf ex B. I. S. N. and B. P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st May, 1906.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain L. D. Jones.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.

S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossie.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "NEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.

Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except with otherwise notified by Express.

Note:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willet.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

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NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND".

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"NAMSANG".

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 23rd inst. will be landed at Consignees' risk and expense into Godowns.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st May, 1906.